

The Washington Times

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JUNE CIRCULATION.

Daily.
The number of complete and perfect copies of The Washington Times printed daily during the month of June was as follows:

June 1.....41,261	June 15.....45,777
June 2.....40,241	June 16.....45,334
June 3.....42,361	June 17.....47,731
June 4.....42,275	June 18.....46,625
June 5.....42,275	June 19.....46,625
June 6.....42,275	June 20.....46,625
June 7.....42,275	June 21.....46,625
June 8.....42,275	June 22.....46,625
June 9.....42,275	June 23.....46,625
June 10.....42,275	June 24.....46,625
June 11.....42,275	June 25.....46,625
June 12.....42,275	June 26.....46,625
June 13.....42,275	June 27.....46,625
June 14.....42,275	June 28.....46,625
June 15.....42,275	June 29.....46,625
June 16.....42,275	June 30.....46,625

Total for the month.....1,238,741
Daily average for the month.....40,288

The net total circulation of The Times (Sundays) during the month of June was 1,238,741, all copies left over and returned being eliminated. This number, when divided by 28, the number of days during which the net daily average for June to have been 25,621.

Sunday.

The number of complete and perfect copies of The Washington Times printed Sundays during the month of June was as follows:

June 5.....41,261	June 19.....45,777
June 12.....40,241	June 26.....45,334
June 19.....42,361	June 27.....47,731
June 26.....42,275	June 28.....46,625
June 3.....42,275	June 29.....46,625
June 10.....42,275	June 30.....46,625
June 17.....42,275	
June 24.....42,275	

Total for the month.....126,288
Sunday average for the month.....4,209

The net total circulation of The Times (Sundays) during the month of June was 126,288, all copies left over and returned being eliminated. This number, when divided by 4, the number of Sundays during which the net Sunday average for June to have been 25,621.

In each issue of The Times, the circulation figures for the previous day are plainly printed at the head of the first page, at the top of the date line.

Persons leaving the city for a long or short period during the summer can have The Times mailed to them at the rate of thirty cents a month, or seven cents a week. Addresses may be changed as often as desired. All mail subscriptions must be paid in advance.

OPEN CAR ADVOCATES GAINING SLOWLY.

Two distinct gains have been made by The Washington Times and its friends who are helping in the campaign for open cars. The Washington Railway and Electric Company has responded to public pressure to the extent of putting a dozen open cars on its Mt. Pleasant line, and the Capital Traction Company has begun an experiment to ascertain whether its closed cars can be altered to provide more openings, permit more air to circulate, and, therefore, be more comfortable for passengers.

When it is considered that only two weeks ago the traction officials contemptuously ignored the existence of a demand for open cars, the action of the companies in taking heed of public sentiment even to this limited extent may be accepted as significant and as encouraging further effort on the part of the public in the open car campaign.

It is true that the ridiculous, little, bob-tail open vehicles on the Mt. Pleasant line are hardly worthy the name of street cars. They look like toy models of about 1884, but they are open cars. The cooling breezes blow through them freely, and those who are fortunate enough to get seats in one of them very properly consider themselves lucky and enjoy their rides home, which they have not been doing when taking the same trips in closed cars. More and bigger open cars are needed, but such as they are, the little fellows are welcome.

It is gratifying to find the Capital Traction Company experimenting with a view of producing a cooler closed car. The people want and are entitled to the comforts they used to enjoy in the open cars, but if they cannot get them, naturally, they will be grateful for closed cars that are endurable. Without admitting loss of its appetite for bread, street car patrons, nevertheless, will not spurn a half loaf.

We can at least congratulate ourselves that the traction companies have taken cognizance of our protest. Let's keep after them and not give them a minute's rest until they have furnished what the law requires them to furnish—convenient and comfortable transportation.

BENEVOLENT DESPOTISM TOO MUCH FOR MEXICO.

That patriotic despot, Porfirio Diaz, is due to be inaugurated President of the Mexican republic once again. The popular vote showed an overwhelming majority in his favor. The doubtful question whether the electors, who are not positively pledged to follow instructions, would choose a v. president according to Diaz's program or according to the wishes of those who think that Mexico has had enough of Diazism has been settled by the selection of Ramon Corral, the Diaz candidate. There is a feeling in the land on the other side of the Rio Grande that the next vice president will succeed President Diaz, who, though politically as powerful as ever, is physically much enfeebled.

The anti-Diaz movement, as it may

be called, is not directed so much against the President himself as against his dictatorial policy. It cannot be questioned that the President's personal authority did much to convert chaos into something like order, but the maintenance of this authority through election after election has produced a state of affairs that hardly befits a republic. It has been said that the rule of the Czar has not been more complete than that of Diaz. The recent arrest of his only formidable opponent for the presidency, Madero, illustrates his autocratic methods of promoting peace and prosperity. Yet with all his abuse of presidential power, the people at bottom venerate him. But they would apparently welcome a change. They could hardly feel otherwise and preserve any of their self-respect.

Diaz has been best as well as benefactor and the problem that must be solved sooner or later is whether Mexico can do without a boss and really govern itself.

TWO THEORIES OF VALUE OF PUBLIC OPINION.

The publication yesterday by The Times of an article from Baltimore explaining the public policy of the United Railways and Electric Company of that city should prove of interest to the people of Washington and of profit to the Washington traction officials. It seems that over in Baltimore the street railway managers consider the good will of their patrons a valuable asset. They solicit complaints and give prompt attention to all criticisms and suggestions received. As a result, public sentiment in Baltimore is friendly to the traction company.

In Washington the street railways are still in the dark ages of corporator blundering. Instead of seeking to make friends of the public they adopt an arbitrary attitude, resent criticism, ignore complaints when possible, and, as a result, reap popular condemnation.

In Baltimore recently a street car passenger wrote to a newspaper, asking why transfers were not issued at a certain corner. The letter was forwarded to the street car company. Within a week the newspaper received a reply from the general manager, who wrote that the complaint had been investigated, that it had been discovered there was no reason transfers should not be issued at the corner specified and that in the future they would be issued. Such instances are common in Baltimore. Occasionally the street railway officials, in yielding to them tomorrow than a few dollars is worth today.

Evidently, the men at the head of the United Railways and Electric Company are wise in their day and generation. Their policy stands in striking contrast to those of our street railway operators. In Baltimore, the path of the street car company is growing smoother and smoother and the feeling between the corporation and its patrons is growing more and more friendly. In Washington the path of the street car companies is growing rougher and rougher and the feeling between the corporations and their patrons is growing more and more bitter. The reason for the existence of such a condition here is found in the attitude of the companies toward the public. Carried far enough, it will create an antagonism which it is possible the companies can never remove.

There's more in this closed car issue than the mere comfort of street car patrons for one summer, and the managers of the companies would do well to recognize the fact. Baltimore offers them an excellent lesson in the wisdom of a different sort of public policy. It is to be hoped their vision is not yet so blinded by the arbitrary independence in which they have indulged themselves for so long that they will be unable to profit by the experience of their neighbors.

FLOW OF MONEY IS OUT OF UNITED STATES.

For a long time, we have heard much about the balance of trade being in our favor. That is to say, it has been proclaimed with pride that we were selling more to other countries than we were buying of them. Consequently, it followed that we were taking in more money from other nations than we paid out to them.

But it is an interesting and important fact that we have arrived at a time when the flow of money is no longer in our direction. The current has set the other way. Annually, the United States is paying out more money than it takes in. There is a yearly drain on the national pocketbook and it needs no stretch of imagination to perceive that this is one of the factors in the increased cost of living of which everybody is complaining.

The Bureau of Statistics of the Department of Commerce and Labor has given out the figures on total exports and imports for the fiscal year just closed. They show a dwindling excess of exports over imports. This excess in the fiscal year just ended amounted to only \$187,111,949. This, on its face, would seem to show that we are still taking in more money than we pay out. But, as is admitted by competent officials and statisticians, these figures tell but part of the story. Aside from the money we send out every year to pay for imports, we also pay out

several hundred millions additional. This money is carried abroad by American tourists, whose pleasure-seeking costs the country annually all the way from \$100,000,000 to \$150,000,000, according to good authority. Perhaps another \$100,000,000 goes abroad to pay interest and dividends on American securities. It is estimated that still another \$100,000,000 is sent out of the country by persons of foreign birth to relatives or dependents. Besides, much money goes abroad to pay freight and transportation charges.

The American heiress who is bound to possess a European nobleman costs us millions. And there are other ways through which money goes out. All things considered, there is a big balance every year, perhaps \$200,000,000, which is not in our favor. Doubtless we are rich enough to stand it, but it would look much more comfortable if the tide was running in the other direction.

MILKMEN MUST RESPECT THE RIGHT TO SLEEP.

"Now, may blessings light upon the man who first invented sleep," said honest Sancho Panza, and the Pittsburgh courts have held that the patent rights to the invention may not be infringed with impunity.

The milkman has long been regarded as synonymous with the lark as the herald of the early morning, but he isn't satisfied to twitter like the lark. To the contrary, quite the reverse, as Sam Weller would say, he seems to delight in rattling his wagon over the cobblestones and otherwise disturbing the slumbers of those who are taking their last sweet forty winks which come between daylight and coffee.

Leo Harman, of the Smoky City, was apparently one of the milk distributors who think they have a right to make as much noise as they please during these early hours. He rested under the delusion that as a milkman he was a law unto himself and his rights there were none to dispute.

But there was one irate citizen disturbed in his slumbers by the rumble of the milk cart who decided to call him to account. Harman was fined \$10, and when the case was appealed the judgment of the court below was sustained.

This is calculated to jolt the whole fraternity of milkmen, hucksters, and other early birds. It is a lesson in regard to the sanctity of sleep.

It's all right for T. R. to swing round the circle, but what the public really yearns for is to see him leap the gap of silence and law in the middle of the political stage.

Considering what's been going on at Oyster Bay this summer, it would really be more appropriate to have the colonel dedicate that pilgrim's monument.

When inclined to grumble, don't forget that every such day as yesterday puts one more twenty-four-hour crimp into the sum total of hot weather.

Dr. Madriz's treatment of his American prisoner should furnish an excellent foundation for his plea for recognition by this country.

It is worthy of comment that every one of yesterday's twenty-four hours passed by without recording the death of an aviator.

One more we are reminded that Mr. Pinchot might better, perhaps, have been retained as chief of the Forestry Bureau.

Perhaps the fact that their prisoner is a Pittman made the Madriz people think he'd like to live in a dungeon.

This is one of the twelve months of the year in which it is particularly inopportune to start a railroad strike.

The Interstate Commerce Commission also has a faculty for suspending railroad hopes along with railroad rates.

Mr. Taft and the commission evidently have different ideas about how the new rate law should operate.

Hearst is overlooking a fine bit if he fails to organize the William Pittman Relief Expedition.

Wellman might practice up a bit with a few trial flights across the Hudson.

The Nationals have resumed their normal stride.

THIEF KILLS POLICEMAN.
CLINTON, Ill., July 15.—Chief of Police John Struble was shot and killed while trying to arrest a burglar. Blood was placed on the scene in an hour, but the murderer has not been found.

In the Mail Bag

"Dissatisfied."

To the Editor of The Washington Times:

I happened across a letter in The Times of the 11th from "A Satisfied Clerk." I am heartily glad to see at least one of my fellow-workers, whoever he may be, bubbling over with satisfaction. Strange—but this was the first sound of its kind so far.

I happen to be a census clerk, in the population division; remember very clearly, also, the paragraph on the appointment papers having reference to a raise, within two months, from \$50 to \$60 per month, and at the end of two following months another raise to \$55.

At present I am here just two months, and not only is the raise invisible to the naked eye, but, instead, we're put on piecework, causing a great deal of hurry and worry, on account of the low piece rate, and the fact of not being able to do too necessary bills at the end of the month. Besides this, many clerks have come from distant parts of the country, and would have to work a few months to save the money necessary for traveling expenses, so you see it is not the love of the piece-price idea that keeps the people here.

Uncle Sam is a fine Uncle to have—but this "Satisfied Clerk" is in the population department, and is receiving the said raises by punching on the machine, then our glorious Uncle is quite honest about the matter, and it is that which favors one against a number of others.

If, on the other hand, this clerk is not in the population division, then all his enthusiasm is wasted, for it isn't necessary. In either case he is a surplus quantity. We all know that it takes more to satisfy some people than others, but not because they are kickers, but, on the contrary, because they happen to have enough gray matter to be able to reason out what a person's working faculties are worth to him.

In any case I do not think it at all becoming to our Government to coax a mob of people from all parts of the country down here, and then, very calmly, bunco them like a bunch of farmers—and like farmers, I suppose, they'll shrug their shoulders and say: "Well, what chance could I have had? Let it go at that."

Let me say before I close that if this "Satisfied Clerk" is stating what are not facts, then he is either crazy or a genius to be so deucedly optimistic over nothing. Anyway, let's give him the benefit of the doubt.

However, I am sure that these are the sentiments of the girls in this division, as I am one of them and in their midst, seeing and hearing what goes on.

Who knows—perhaps our wise judges will decide to raise the price per hundred cards punched correctly, making it less of a nervous strain to earn the promised raises we are all ready to welcome at any moment.—Yours,
A DISSATISFIED CLERK.

Coats Are Hot.

To the Editor of The Washington Times:

Now that a great deal has been said in regard to the closed cars on the various car lines of the city, it is true I'll admit, that it is simply awful to ride in them on a hot day, and especially when they are crowded, but while a great deal is being said about the closed cars, might I just say a few words for the motor-men and conductors who operate these cars on the different lines of the city, and that is why can't these men go without those heavy coats they are obliged to wear?

The other day it was so hot (in fact we have had a few), I had occasion to ride on a car, an open car, too, and the conductor after collecting his fares went back on the rear car platform and held open his coat (as far as the rules of the company would allow, so I was told) and he said: "My, but I wish I could take this heavy coat off and enjoy this air, but we are not allowed to."

Now, I think it would be all right if those who wish to be allowed to remove their coats, especially during the heat of the day, if it was only from 10 a. m. to 3 p. m. I am sure it would please many of the men operating the cars, and they would welcome such an order permitting them to remove their coats, and many of their friends and passengers on the cars would be pleased also. I for one.

G. Jr.

ADMITTS WOUNDING CHICAGO GUEST

Richmond Man in Toils In Toronto Remanded for Sentence.

TORONTO, July 15.—Pleading guilty to a charge of wounding W. L. Page, of Chicago, in the King Edward Hotel, J. Whitall Brynolf, who says he lived in Richmond, Va., was today remanded until July 21 for sentence.

Brynolf is twenty-one years old. He registered at the hotel as Guy Cecil. Today Brynolf told the police that he was born in North Carolina, and at seventeen years was left a plantation, which he sold for \$30,000.

CONCERTS IN WASHINGTON TODAY

BY U. S. ENGINEER BAND AT DUPONT CIRCLE, AT 7:30 P. M.

Julius Kamper, Chief Musician.

PROGRAM.

March, "The Dashing Sergeant".....Fahrbach
Overture, "Raymond".....Thomas
Moreau Characteristic, "Vision".....Von Blom
Selection, "Faust".....Gounod
Waltz, "Unrequited Love".....Linke
"Cocoanut Dance".....Hermann
Excerpts from the "Serenade".....Herbert
Medley, "1863".....Calvin

"The Star-Spangled Banner."

BY THE UNITED STATES SOLDIERS' HOME BAND AT 4 P. M.

John S. M. Zimmermann, Director.

PROGRAM.

March, "College Life".....Franzen
Overture, "Rosaunde".....Schubert
Piccolo solo, "Through the Air".....Cox
Musician Louis Addimanfo.

Selection, "The Little Cherub".....Caryl
Ragtime oddity, "Keep a Movin'".....Sweet
Fantasia, "A Summer Day in Norway".....Willners
Excerpts from "Little Nemo".....Herbert
March, "Par Excellence".....St. Clair

"The Star-Spangled Banner."

Minister and Miss Calderon

Leave Capital for New York

Bolivian Envoy and Daughter Will Not Return to Washington This Summer, and May Visit Mexico Before the Autumn.

The Bolivian minister, Senor Calderon, accompanied by his daughter, Miss Alice Calderon, left Washington this morning for New York. They will probably not return to Washington again this summer, and may visit Mexico before returning in the autumn.

Dr. and Mrs. William M. Newell left Washington today for a fortnight at the Hotel Fenimore, Asbury Park, N. J.

Miss Alice Margaret Knight, who has been spending several weeks at Soldiers' Home with her grandfather, Gen. S. B. M. Young, U. S. A., will leave Washington tomorrow to join her mother, Mrs. John T. Knight, wife of Colonel Knight, U. S. A., in the mountains of Virginia for the summer.

Mr. and Mrs. Charles E. Carusi have closed their residence on Eighteenth street and have gone to Capron Springs, Va., for the summer. They were accompanied by their son, Eugene E. Carusi, and his daughter, Miss Stella Carusi. About the middle of August they will return to Washington for a few days, before going to Atlantic City for a fortnight.

Miss Slack
To Wed L. L. Nicholson, Jr.
Mr. and Mrs. Julian Gerard Buckley, of Genesee, N. Y., announce the engagement of their niece, Miss Mary Gerard Slack, to Leonard L. Nicholson, Jr., of Washington. The wedding will be held on September 1, at the home of the bride's father, Mr. and Mrs. Buckley, at Genesee, and on account of the recent death of the bride-elect's mother, will be private.

The bride-elect and her sister, who are the daughters of the late Capt. and Mrs. H. S. Slack, P. S. N., closed their residence on P street, after the death of their mother, and have been spending the summer at Manchester-by-the-Sea, on a motor trip to Sebago Lake, Maine.

Lord Shuttleworth, of England, arrived in New York today on the Lusitania, en route to Dublin, N. H., for a visit to his son-in-law and daughter, at the military attaché of the British embassy and the Hon. Mrs. B. R. James, at the summer embassy.

Rear Admiral and Mrs. Thomas H. Stevens have gone to New York for a few days.

Announcement has just been made in the city of the engagement of Miss Claire Frewen, daughter of Moreton W. Frewen, the well-known economist and author, to Brinsley Sheridan, son of Alexander B. Sheridan, and daughter of the late Mr. and Mrs. B. R. James, at the summer embassy.

Miss Julia Stout, of Washington, who has been abroad for several years, is spending the summer at the Mt. Pleasant House, in Erie, Pa.

Miss Marion Davis has gone to Bethesda, Md., where she has taken apartments at the Sinclair House for the summer.

Mrs. Holman Vail and Miss Julia Vail have closed their apartments at the Farragut and have gone to Mountain Lake, Whitefield, N. H., for the summer.

MAYNARD IN DANGER OF BEING DEFEATED

BYRENFORTH'S HEIR BEGINS HIS TRAINING

"Button-Hole" Member of House Having Hard Fight for Renomination.

Representative Harry Maynard of the Norfolk, Va., district, who acquired fame in Washington as the "button-hole artist" of the House, is facing the bitterest fight of his life for renomination. Even his friends declare that he is about to be retired to private life.

The Virginian is being opposed in the primaries by former Representative W. A. Young, who was unseated a few years ago in favor of the late Representative Vies. Young has the organization support in the city of Norfolk, and this is declared to be strong enough to nominate him.

Maynard is one of the best known Democrats in the House. He has obtained more appropriations for his people than any minority member of that body. He has secured hundreds of thousands of dollars for the Norfolk naval station; more than \$2,000,000 for the late Jamestown Exposition, and has available three-quarters of a million dollars for a thirty-five-foot channel from Norfolk to the sea.

In spite of all these achievements, the Norfolk member is in serious danger of defeat.

If defeated Maynard will be missed in Washington. He was never an orator, but when it came to button-holing his associates for an appropriation, he was a rival of Whip Dwight in securing a round-up for a party vote.

FIREMEN OVERCOME BY AMMONIA FUMES

NEW YORK, July 15.—Twenty-five firemen were overcome by ammonia fumes and rescued with difficulty early today in a fire at the F. C. Linde Company cold storage plant, at 50 Jay street.

Chief Croker was compelled to order all men from the building, fighting the blaze from the street and roofs. The building was gutted, with damage of more than \$50,000.

What's on the Program in Washington

Amusements.
Belasco Roof Garden—"Midsummer Night's Dream," 8:15 p. m.
Columbia—"Sunday," 8:15 p. m.
Casino—Motion pictures and vaudeville.
Columbia—Motion pictures and vaudeville.
Majestic—Vaudeville.
Masonic Auditorium—Motion pictures.
Georgetown Opera House—Motion pictures and vaudeville, 7:45 and 9:15 p. m.

Glen Echo—Dancing and motion pictures.
Lone Park—Music and vaudeville.
Chevy Chase Lake—Section of Marine Band.

Excursions.

Steamer St. Johns leaves Seventh street wharf 1 p. m.
Old Point Comfort and Norfolk—Steamer leaves Seventh street wharf 6:45 p. m.
Marshall Hall—Steamer Charles Macalester leaves Seventh street wharf 2:30 and 6:30 p. m.
St. John's Lutheran Church excursion to Chesapeake Beach—Trains leave District line 2:30, 5:40, 7:45, and 9:15 p. m.

(The Times will be pleased to announce meetings and entertainments in this column. Phone or write announcements.)

NEW MEXICO HAS ITS RACE PROBLEM

Separate Government Appreciated Because of Pre-dominance of Mexicans.

SANTA FE, N. M., July 15.—The

wisdom of the people of New Mexico in insisting on separate statehood was a continuance of territorial government, has been proved in more ways than one, but the principal need of individual government is due to the fact that of her 350,000 residents more than half are of Mexican birth or parentage.

New Mexico differs from her adjoining sister State in other racial features, so that not even Texas or California are as variant in different sections as would be New Mexico and Arizona under one government.

New Mexico has an area of 122,469 square miles; somewhat larger than Arizona. Aside from the greater area and population, the physical characteristics of New Mexico are considered to entitle her to an individual existence in the Union. New Mexico occupies a lofty plateau which reaches its greatest elevation in the north and west and slopes to the south and to the south-east, where lies the western part of the Llano Estacado—the staked plain—no part of the plateau being less than 2,900 feet above sea level. The altitude of Santa Fe, the capital, is 6,998 feet, and of Albuquerque, the principal commercial and the most important city, while that of Carlsbad is 3,122 feet. From the vast plateau, both east and west of the Rio Grande, rise numerous sierras and more or less isolated peaks belonging to the Rock Mountain system.

Great Forest Area.

Several of the mountain ranges, particularly those of the north and in Lincoln and western Socorro, Grant, and McKinley counties, are covered with timber, the most valuable being pine, although oak, juniper, cedar, birch, maple, and other trees are common. The Pecos river, Lincoln, and Gila river forest areas have been reserved by the United States. Pine and cedar are also abundant in the foothills throughout the Territory, while groves of oak and walnut are found in the semi-arid districts where irrigation has been practiced for many years.

In many of the valleys and mountain ranges are vast fields of grasses affording abundant range for large flocks and herds. Bear, deer, mountain lions, wildcat, and antelope are found in the mountainous districts.

The valley lands are fertile, but as the State-elect lies within the arid region, agriculture is conducted largely through irrigation. The State-elect form 74 per cent of all the land under cultivation.

Much of the water diverted from the streams is wasted by crude methods, and as yet no reservoirs for the conservation of storm water have been generally constructed.

However, the reclamation service of the Government has completed irrigation projects within the borders of the State-elect, reclaiming a total of 50,000 acres. The Carlsbad project brought 20,000 acres into fruitfulness; the Leadburg project, the same amount, and the Honda project reclaimed